

THE DAILY BRITISH COLONIST.

VOL. 6.

VICTORIA, VANCOUVER ISLAND, FRIDAY, OCTOBER 25, 1861.

NO. 118.

THE BRITISH COLONIST

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THE WEEKLY COLONIST.

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NOTICE:

L. P. Fisher is our only authorized Agent for the collecting of advertisements, etc., in San Francisco.

AGENTS.

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H. Nelson,	Yale,
B. Bradley,	Fort Alexander,
Robinson's Express,	Similkameen,
M. Merritt,	Fort Hope,
T. M. Loop,	Lillooet,
T. Cooper,	Port Douglas,
Capt. Peterson,	Lytton City,
L. P. Fisher,	San Francisco,
G. Street and F. Algar,	London,

Arrival of the Eliza Anderson

THREE DAYS' LATER NEWS.

Spain and France to Seize Mexico!

ANOTHER FIGHT AT HATTERAS!

THE REBELS REPULSED.

The steamer Eliza Anderson arrived from Olympia at 5 o'clock yesterday morning, bringing Pony dispatches to the 9th of Oct.

WASHINGTON, Oct. 7.

Highly important advices have been received from Cuba by the steamer Karnadi. The Spanish war steamer Leon was waiting at Cadiz for the result of the Cabinet conference relative to the European coalition against Mexico; but advices of the ultimatum of Spain might be immediately dispatched to the Governor General of Cuba. In the meantime an expedition is being fitted out for Mexico, at Havana, under the pretext of going to San Domingo. The expedition consists of six batteries of howitzers and 10,000 men, and will be ready to start by the latter part of next month. It is given out that Spain is taking these measures against Mexico, on her own responsibility, but the advices to which we have access state differently. That the English and French are to send their quota of men, as well as to co-operate with the fleets in the Gulf. The whole country will be ready to start by the extent of their movement, and the end in view. The regulation of Mexico is its least object; it looks farther north.

FOURTH MONROE, Oct. 6.

The Spaulding sailed for Hatteras Inlet with 500 troops.

Gen. Wool goes to Old Point this afternoon. He will probably remain. Gen. Mansfield goes to Hatteras Inlet on the Spaulding to assume chief command.

NEW YORK, Oct. 6th.

A serious riot occurred in Hudson City on Saturday between members of the Barney Rifles, quartered in the U. S. Arsenal, and some 300 citizens. It is feared it will lead to very serious results. A number of persons were injured, including the Mayor of the city, who while endeavoring to quell the disturbance was stabbed five or six times about the head and body, and is seriously, if not fatally, injured. There were fears of a riot yesterday, and the militia were ordered to hold themselves in readiness.

JEFFERSON CITY, Oct. 6.

A special to the Missouri Democrat says little doubt is entertained that Price is on his way South, that when last heard from, his advance guard was at Clinton in Henry County. It is supposed Price will march into the Arkansas line. Gen. Fremont will follow him closely and give him battle whenever he can.

Fremont designs to follow the rebel army into Kansas, and force them to fight whenever he can encounter them.

Calib Jackson is reported to be on the road to Texas.

The farmers of Pettis county offered to furnish Fremont gratuitously \$200,000 worth of grain for his army.

DETROIT, Oct. 7.

A special dispatch from Toronto, Canada West, to the Free Press, says that Col. Rankin, lately authorized by Government to raise a regiment of Lancers, was arrested yesterday for violation of neutrality.

NEW YORK, Oct. 7.

This morning, Capt. Mayhall Berry, late commander of steamer Columbia, was sent to Fort Lafayette, on charge of being employed in the service of the rebels.

The secessionists have full possession of Arizona and New Mexico.

The result of the recent war in Western Virginia, is supposed here to render that entire section secure to the Union now.

Our lines now extend below Hunter's Creek in the direction of Mt. Vernon.

The Times' City article of Sept. 25th, says great excitement prevails in foreign markets, in consequence of the repetition of the announcement that France and Spain will forthwith interfere in the affairs of Mexico.

WASHINGTON, Oct. 5th.

Blair's charge against Fremont, had not been received at the War Department up to noon yesterday.

The Harper's Ferry machinery is now running day and night at Richmond, manufacturing improved muskets and bayonets.

Jeff. Davis was at Manassas last Sunday.

PORTSMOUTH, Oct. 9.

Frigate Susquehanna has arrived from Hatteras Inlet, and brings most interesting intelligence. The day after the capture of the propeller Fanny by the rebel tugs, the steamers Ceres and Putnam having one of the launches of the Susquehanna in tow, went up the Chicoque and landed seven days provisions. Returning the same evening without having seen anything of the rebels.

On Friday, news came from Hatteras Inlet by the steamer Stars and Stripes that 2500 rebels, consisting of Georgia, South Carolina and Virginia regiments, had come over from the main land in six small steamers, schooners and flat boats, and attacked the 13th Indiana regiment, who were obliged to retreat. The Susquehanna steamed up outside, while Col. Hawkins marched up with six companies and reached Hatteras by night-fall. During the night Col. Hawkins was joined by the 13th Indiana regiment, who had passed in the darkness a large body of rebels, who had landed for the purpose of cutting them off.

Col. Brown reported a loss of fifty of his men, comprising his sick and wounded, and twenty pickets who could not be killed in. He succeeded in having his tenth regiment provisioned.

VICTORIA, VANCOUVER ISLAND, FRIDAY, OCTOBER 25, 1861.

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W. B. JOHNSON, Esq., Agent for San Francisco.

ESTABLISHED 1836.

Cash Capital and Reserved Fund \$6,000,000.

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THE BRITISH COLONIST

TO ADVERTISERS.

All advertisements, unless the time for which they are to be inserted is specified, will be continued until ordered out, and so charged.

Friday Morning, Oct. 25, 1861.

Coast Routes.

The return of the Bute Inlet expedition settles all the mystery about a trail from that quarter to the interior. A route has been discovered. There is no insurmountable obstacle in the way. We may put it down, then, that there are three routes into the interior of British Columbia, namely; one *via* Fraser River, another *via* Bute Inlet, and still another *via* South Bentinck Arm. Everybody takes it for granted, and not only granted, but they have the proof, that Fraser River cannot be superseded. Nature has marked it as a highway into the interior. The whole southern half of British Columbia in the future will have to draw their foreign supplies by that channel. With a wagon road and stage lines, and eventually railroads from Cayoosh, Lytton, or Hope, to the Cariboo country, there cannot be a doubt but that Fraser River will always take a very considerable share in the transportation of merchandise, and we are inclined to believe that the mildness of the southern climate will ever offer such strong inducements as to command the bulk of the travel. As settlements grow up along the banks of the Fraser below Alexandria, and on Thompson River and its tributaries, men in search of employment, farms, or trading posts, will naturally take the Fraser route; for if disappointed in their expectations in the southern section of British Columbia, they will still have the north before them. The great agricultural centre will be on Thompson River and its tributaries, and south to the boundary line. No matter whether farmers come *via* an overland wagon road or *via* Panama, if they settle in the sister Colony at all, Central and Southern British Columbia will be their home. It is plain enough, then, that the Fraser route will be a popular and important route for all time to come.

The day may, however, be said to have ceased when it was the only route to the interior. Bute Inlet and South Bentinck Arm routes will hereafter dispute it for the supremacy of the North. But, as we said before, we fully believe that it will command its share of the trade and travel. Between Bute Inlet and the South Bentinck Arm a struggle for supremacy—for the control of the northern trade—will go on. In our opinion, if Bute Inlet route is as practicable as it is represented to be, it will almost completely neutralize the South Bentinck trade. From the nature of circumstances, all supplies drawn from abroad by Northern British Columbia must be brought from the South. There is no northern country which would be to Bentinck Arm what Oregon and Washington Territory are to San Francisco. Taking it, then, as a matter of course, that supplies must go to South Bentinck Arm from the South, if we place two vessels off Cape Flattery—one bound for Bute Inlet, the other for Bentinck Arm—the vessel bound for Bute Inlet would have the advantage, in point of distance, of at least 100 to 160 miles. The distance from Cape Flattery to the head of the Inlet is the same as it is from Cape Flattery to Calvert Island, at the mouth of Fitzhugh Sound, through which vessels have to pass into South Bentinck Arm. From Calvert Island to the head of South Bentinck Arm, the distance is between 100 and 160 miles. Thus Bute Inlet has a very wide margin in its favor, if the point of departure be off Cape Flattery. The only difficulty in the navigation from the Cape to Bute Inlet is the Aero Archipelago, which, if united to the length of the Inlet itself, does not make more than 60 miles intricate navigation; whereas Fitzhugh Sound and South Bentinck Arm make between 100 and 160 miles of difficult navigation. Bute Inlet still has the advantage.

If we measure the distance by land from the South Bentinck Arm and from Bute Inlet to Alexandria, or a point higher up, the land travel is estimated variously from 15 to 60 miles shorter from Bute Inlet than from South Bentinck Arm. Besides which there is a river at the head of the Inlet which is navigable for 35 miles. Both sea and land then are against South Bentinck Arm. The risk and the time occupied on the voyage would be greater *via* South Bentinck Arm than to Bute Inlet; and, of course, freight would be cheaper to the latter. Besides, there is no return cargo from Bentinck Arm. This would increase the price of freight. No return cargo could be had for San Francisco nearer than Puget Sound or Nanaimo. So Bute Inlet would have both of those places in its favor, for vessels could touch and take a cargo on the way down. Besides, if this route proves what it promises to be, the splendid lumber forests that skirt the river at the head of the Inlet, would soon be changed into lumber, from which sailing vessels could obtain return cargoes, more particularly if we had a reciprocity treaty with the United States.

We have made this comparison between the two northern coast routes on the supposition that sailing vessels would take supplies to each from San Francisco or some other place abroad. But we have no idea whatever that any considerable number of sailing vessels would engage directly in the

trade. Victoria in our opinion must command the trade of both as well as of Fraser River. Sailing vessels will always land cargoes here at a low rate of freight, owing to the facility which is afforded for a return cargo of lumber or coal. The expeditious transportation of freight is consequently the next consideration; and it would necessarily make steamboats the great means of communication with northern ports. Besides the distance being shorter and the risk less to Bute Inlet than to Bentinck Arm from this point, the rate of freight would be lower to the former place than to the latter; and thus the chances are made still stronger in favor of Victoria maintaining her wonted supremacy as the commercial centre of the North.

The fact at our merchants now supply the merchants in the interior who send forward supplies to the Cariboo mines, gives a still stronger guarantee. For no matter what routes may be opened, here will the merchandise be bought that is sent to the interior. From another point of view the northern coast routes are very desirable for opening up the whole coast of this island from Victoria to the mouth of Johnson Straits. Were steamboat lines running to Bute Inlet or farther north with merchandise, on the upward and downward voyage they would skirt along the coast and not only increase their freight but pronounce settlements along our whole eastern coast. It is apparent enough, then, that if Bute Inlet, or a still more northern route, should prove as practicable as its advocates ardently hope, and cheaper and more expeditious to the mines of Cariboo, there can be no question whatever as to the immense advantage it will be to Vancouver Island.

FORTIFICATIONS OF QUEBEC.—A correspondent of the Boston *Traveler* says:

In my last note I spoke of the strength of the fortifications here, and a thorough look at them from all quarters confirms my belief that Quebec is by no means safe from capture, and if they are to make it safe it will take a round £1,000,000 sterling, and a year's time to do it. What was once a forest, on the west side, and impassable for troops, is now an open country, and an army can approach from the west and besiege the city, that would have perished in the attempt in former years.

We cannot but feel the growing antipathy to our Government in this part of Canada, and it is extending to all Lower Canada. At first the people *en masse* sympathized strongly with the North, but since the New York *Herald* and other journals have said so much against England, the feelings of a large part of the people has undergone a great, a wonderful change. Bennett's New York *Herald* is especially hated cordially, and if ended here it would be all well; but they say it is the voice of the North, and imagine we all want Canada; although in time of peace they seem to court our acceptance of it, they now kick lustily at the idea of our taking it. The Home Government have notified the proper authorities here and at other points that they intend to resume control of certain property formerly occupied by troops, but latterly used for other purposes, and rumor says 4000 more troops are to be sent out at once. Repairs are progressing upon all the forts and citadels here, and at other points preparations are being made for the reception of the expected troops.

How the London Times is Printed.

A London correspondent of the Philadelphia *Ledger*, having visited the office and pressroom of the "Great Thunderer," communicates the following interesting facts:

They use nine tons of paper a day—enough to reach to Dover, eighty-three miles. The water to wet the paper is raised by an engine, and going through a perforated zinc cylinder, falls on an endless blanket and wets twenty-four sheets at a time. They use twenty-seven kegs, of two tons of ink each week. Moulds for electrolyzing are made of paper machine, from which lead impressions are taken and ready for use in a half hour; can take six plates from a mould; the manner of doing it without burning the mould, is a secret; saves six hours by electrolyzing.

Have an eight-cylinder Applegarth press, that takes twelve thousand five hundred impressions, and a Hoe's ten cylinder, that turns out sixteen thousand four hundred in one hour, working six men. The latter moving horizontally, is not near so complicated as the former, which works vertically. They prefer Applegarth's, as it does its business more neatly. Employ 360 men, and issue 55,000 copies; have a man who counts 300 a minute, and they are all delivered five minutes after the stoppage of the press. One dealer takes 28,000 copies in twenty-four hours. Two twelve-horse power engines are used. Forty years ago, only took 1200 impressions per hour; and first yearly volume (1791) is but quarter the size of quarterly.

From Oregon.

By the arrival of the Eliza Anderson we have files of the Portland *Advertiser* and *Oregonian* to the 21st:

The steamer Wilson G. Hunt arrived at Portland on Saturday evening, after a rough passage from this place.

Ferguson Patterson, who killed Captain Staples, has been fully committed for trial at a higher Court, in default of \$15,000 bail.

New and rich diggings are reported at Oro Fino, on the Salmon River.

The Cortes was aground in the Columbia River for forty-eight hours. She left on the 21st for San Francisco.

A PATRIOTIC BOSTON LADY.—One of the merchants of Boston having recently sustained loss by fire, asked his wife on returning home, if she had heard the news?

"No, what news?"

"Why, haven't you seen the paper?"

"No, no."

"Haven't you heard anything?"

"No, what is it? Do out with it."

"Why, my place of business was burned to the ground this morning!"

"Oh, is that all. I thought you were going to say Washington was taken."

NEW ADVERTISEMENTS

Public Library and Lectures.

A PUBLIC MEETING WILL BE HELD in the Lyceum on Saturday next, 26th inst., at 7 o'clock P. M., to receive the report of the Committee appointed at last meeting.

JAMES LOWE,
Secretary of Committee.

oe25 \$1000 to \$5000.

WANTED. A PARTNER OF ACTIVE BUSINESS habits with the above sum to take equal share in a good paying business, for the purpose of extending same and purchasing goods during the winter suitable for the Cariboo mines, leaving Victoria about the 1st of March next, 1862.

Apply to letter to "Y. Z. COLONIST Office."



VANCOUVER ISLAND,
TO WIT:

A COURT OF ASSIZES AND GENERAL GAOL DELIVERY is appointed to be held on Monday, the 4th day of November next, at the Court House, Victoria, at the hour of Ten in the forenoon, before the Honorable Chief Justice of the Colony, in virtue of our Lady the Queen's special Injunction, and determine of all treasons, misprisions of treasons, felonies, misdeeds, offences, and injuries, whatsoever within the said Colony committed, And also to deliver all the Gaols and every the Gaol of our Lady the Queen in the said Colony.

W. M. BROOKE NAYLOR,
Sheriff of Vancouver Island.

SHERIFF'S OFFICE, VICTORIA, October 23d, 1861.

oe25 td

FOR SALE.

TENNENT'S GLASGOW DRAUGHT ALE. in bladders and barrels.

Tennent's Glasgow Bottled Pale Ale in qts;
Do " do " Imperial do " do;
Oregon Cider, in barrels and qr casks.

For sale in lots to suit.

J. J. SOUTHAGE & CO.,
Wharf street.

oe25 tm

FOR SALE,

A PORTABLE GRIST-MILL, FRENCH STONE, 20 inches can grind about 50 bushels of wheat in 24 hours; to be worked by water, horse or steam power. Also, a Circular Saw, 14 inches; can be used by the same power. Both articles in good condition. For further particulars apply to

MR. JOHN COPLAND,
36 Langley street.

oe24 tm

FOR SALE,

British Columbian Express

WILL MAKE REGULAR

WEEKLY TRIPS

FROM

Victoria to Douglas, Hope and Yale.

Treasure taken at the lowest rate of charges, and Letters and Light Packages delivered with dispatch, the patronage of the business public respectively solicited.

LEON L. YALE.

oe25 tm

P. SMITH & CO.,
PACKERS

OVER THE DOUGLAS & LILLOOET ROUTE
Are still Packing and Forwarding Goods to

LILLOOET.

And are Prepared to Forward 250 Tons per Month,

AT MODERATE RATES.

All Goods marked in our Care will be received and forwarded without delay.

P. SMITH & CO.,
oe25-3m. Packers, Douglas and Lillooet, B. C.

BALLOU'S EXPRESS

IS PREPARED TO

Forward Light Goods, Trunks,

and Heavy Packages

NOT TOO BULKY,

From Victoria to Lillooet,

By Express Line, delivering Goods from Douglas to Lillooet in two and one-half days, at reasonable rates.

Not responsible for Breakage or Leakage.

oe25 tm

W. T. BALLOU.

oe25 tm

THE ANNUAL BALL

OF THE—

Union Hook and Ladder Co.,

WILL TAKE PLACE AT THE

LYCEUM, GOVERNMENT ST.,

—ON—

Thursday, October 31st, 1861,

UNDER THE PATRONAGE OF

His Excellency Gov. Douglas, C. B. & C.

oe25 tm

Committee of Management:

D. A. EDGAR, J. R. ANDERSON,
L. WOLFF, W. WALLS,
E. H. JACKSON.

Committee of Reception:

R. GEORGE, J. D. B. RING,
E. H. JACKSON.

Floor Managers:

J. A. McCREA, C. W. WALLACE,
J. M. WORK, L. WOLFF.

Tickets, \$5, to be obtained of the Managing Committee.

oe25 tm

Through the courtesy of the Hon'ble Capt. Spencer, R. N., the BAND OF H. M. S. TOPAZE will be in attendance.

oe25 tm

Dancing to commence at 8 o'clock, P. M.

oe25 tm

JAMES R. ANDERSON,
Secretary.

oe25 tm

W. CULVERWELL'S,

General Agency for the Collection of Rents, Debts, etc.,

INTELLIGENCE OFFICE.

MONEY LOANED ON GOOD SECURITY.

oe25 tm

Advances made on Live Stock and other Property.

oe25 tm

In all cases requiring a Power of Attorney, proper security will be furnished.

W. CULVERWELL.

Office in Pidwell's Building, corner of Yates and Langley streets, 1st door up stairs.

oe25 tm

A. ATKINSON, M. D.

SURGEON, & C.

GOVERNMENT STREET,

Opposite the Post Office,

VICTORIA.

oe15 tm&dp

W. CULVERWELL.

THE BRITISH COLONIST

Friday Morning, Oct 25, 1861.

The Charge against D. Leneuve.—The Accused Honorable Discharged.

Yesterday morning, in the Police Court, the case of D. Leneuve, of Johnson street, charged by Wm W. Baugh, teamster, with attempting to bribe him to burn down the old bridge, was called in the Police Court. Mr. Leneuve acted as his own counsel.

William W. Baugh was the first witness and swore that the accused had offered to cancel an account which he held against him if he would upset a can of campeme on the old bridge and ignite it, for the purpose of destroying that structure.

Mr. Leneuve called for the defence.

Henry Rhodes, who proved that Mr. Leneuve had no interest whatever in the destruction of the bridge; the Government, months ago, agreed to remove the structure at its own expense, and Mr. L. was aware of that agreement, because witness had told him of it; if the bridge was burned, Mr. L.'s property would be in danger—in fact a whole block of buildings would probably be destroyed; the accused would be much injured pecuniarily by the burning of the bridge.

Mr. Leneuve—I must be a perfect maniac, your honor, under these circumstances, to wish the bridge burned; I may have said, jocosely, "I would give \$25 to see it down," but I never made a proposition of the kind to Baugh or any other man.

Wm. Culverwell was the next witness for the defence; Mr. Leneuve gave me an account to collect against Mr. Baugh, for the recovery of which a suit was entered in the Supreme Court, and the Sheriff has served a summons on complainant; the day after the summons was served, Baugh said to me, "If you press that suit I will lay an information against Leneuve for offering me \$25 to burn down the old bridge;" I told Leneuve what Baugh had said, and he told me to go ahead and press the suit.

Mr. Leneuve here stated to the Court that Baugh had met him and said, "If you continue the suit I shall bring up a conversation I had with you about the burning of the bridge."

Complainant—Was not the remark I made to you to the effect that Leneuve offered me to settle the bill if I would burn the old bridge?

Mr. Culverwell—You told me that the second time you spoke about it—when we met on the bridge; you said you would lay the complaint before the Chief Justice.

Complainant—Yes, before the Chief Justice; I did not say, Judge, I would bring it here; I told Mr. Wilcox about it six weeks ago; he brought me here.

Mr. Leneuve—What is your opinion of Baugh's veracity?

Mr. Culverwell—I would not believe him; if he has told me one untruth, he has told me fifty.

Wm. Baugh, recalled.—The offer was made to me about two months ago.

Mr. Pemberton—Why did you not come and give information of the offer at the time it was made.

Complainant—I did not intend to lay information before any Court. Wilcox brought me here; I have another witness to prove about a conversation which took place between Leneuve and me.

Mr. Pemberton—There is no occasion for any further testimony, unless Mr. Leneuve thinks his character is not sufficiently cleared by the evidence already taken. I find no evidence on which to found a case against the accused. I had considerable hesitation in issuing a summons at first, and I now see nothing to justify me in sending the case for trial. The case is dismissed.

Considerable applause from the spectators followed the decision, and Mr. Leneuve on retiring from the court received the hearty congratulations of his friends, a large number of whom were present.

KILLING A TURKEY.—Mr. John Morris, in the Police Court yesterday morning, appeared for his son, aged five years, who was charged by a Mrs. Mouton with killing a turkey, valued at three dollars, belonging to her. Mr. Morris said that his child was too sick to appear himself, owing to a very severe beating he had sustained at the complainant's hands. The complainant's pigs and turkeys, he continued, were continually getting into his yard and damaging his garden, and while he was absent from home his two little boys were left to drive them out. In answer to questions, Mrs. Mouton testified that she did not beat the child—she caught hold of him by the arm and pulled him from the fence, saying, "Why did you kill my turkey?" he started to run away but fell down and hurt himself. Two other witnesses saw the lad kill the turkey and throw it over the fence into the street. Mr. Morris admitted that his son might have killed the fowl, but the woman's pigs and turkeys were a great annoyance and damage to him, and the woman herself was a "notorious scold and a terror to the neighborhood." Mrs. Mouton indignantly denied that she was a "scold" or a "terror," but Mr. M. declared that his statement was correct. Officer Levy served a summons on the child; a great deal of damage had been done to the garden; defendant's fence was a good one. Mr. Mr. Pemberton was aware that the presence of pigs and turkeys in gardens caused much damage; but the law must not be taken into the people's own hands; and as it had been fully proven that defendant had killed the turkey, he would fine him 12s. in default, a week's imprisonment.

PICKED UP.—The Indians at Neah Bay have recently picked up a chest floating in that harbor, containing clothes and other articles resembling a sailor's wardrobe. No papers or names were found to denote to whom it belonged.

HOUSE OF ASSEMBLY.—No quorum being on hand yesterday, adjourned till to-day, at 3 o'clock, P. M.

ARRIVAL OF THE OTTER.

\$250,000 in GOLD DUST

If anybody here had entertained doubts as to the truth of the stories told concerning the enormous yield of the mines of our sister Colony during the season just past, such doubts would have been entirely dissipated had he stood on the Hudson Bay Company's wharf last evening and saw the Otter come in with seventy passengers from Cariboo, and heard them narrate their glowing tales of the mineral wealth of the Far North, or saw the packs of precious metal which several of their number lugged up to the Express Office.

The total amount of dust brought down last evening will reach \$250,000! The Abbott company, of whom so much has been published in the COLONIST, came by this arrival. They are three in number, and have, it is said, \$80,000. The dust was carried in canvas bags, on the backs of the fortunate possessors, from the steamer to Wells, Fargo & Co.'s, where it was placed in the care of the agent. The company were followed from the wharf to the Express Office by a large and curious crowd of citizens, who feasted their eyes upon the bags, and even after the "piles" had been securely hidden from view and locked within the large safe, many remained gazing wistfully at the receptacle, or stood gaping at the novel sight of men who had made their fortunes in six weeks. Few of those who were on the wharf last evening but mentally or otherwise resolved to try their luck at Cariboo next spring. The Abbott company retain their interest in the claim, and have a large fortune before them, it is thought, in return for their next summer's work.

Several miners with from \$5,000 to \$12,000 also arrived last evening. The utmost confidence is expressed and felt in the diggings. Major Downie was one of the passengers from Cariboo. Mining there has ceased for this year.

A nugget of gold weighing seven pounds (\$1400) has lately been picked up near Fort Kamloops and sold at the Hudson Bay Company's Fort.

Texas, the old Cariboo explorer, came on the Otter. He exhibited to us specimens of gold and gold-bearing quartz which he obtained 200 miles from Antler Creek. He thinks there are richer diggings across the Fraser in a Northwesterly direction than have yet been struck. J. R. Adams & Co., on Williams' Creek, were making \$300 a day to the hand. Other claims are paying equally well. The British Columbian of yesterday says:

The steamers Moody, Union, and Dutchman came from above on Saturday last, having on board about sixty miners. The quantity of dust by these arrivals, so far as we could ascertain, was from \$25,000 to \$30,000. On Monday last the Union brought down some 30 miners, besides a number of Chinamen, and among the rest Messrs. Abbott & Co., the owners of one of the richest claims on Williams' Creek. This company is composed of three men, and they brought down as the result of their summer's operations, an aggregate amount of about \$68,000. Others brought down large sums, but we could not ascertain particulars, the miners, for some reason or other, being very chary about making public the result of their labors.

RETURN OF THE BUTE INLET EXPLORING PARTY.—Yesterday, at 2 o'clock, the Bute Inlet exploring party, numbering seven persons, arrived in a canoe from the coast of British Columbia, in good health and spirits.

Alfred Waddington, Esq., the projector of the enterprise, received a report, from which we gleaned that the party had ascended Price River in a canoe until they encountered a cañon, where they left their frail bark, and guided by an Indian chief, who is acquainted at Fort Chilcoaten and evidently knew the trail, made their way to a point said by the guide to be within one day and a half's journey of the bunch grass, with a level country beyond. Falling short of provisions, and being convinced that the object of the expedition had been accomplished, they turned back. The Indians have a trail running through a heavily timbered country from Price River, near the cañon, to Fort Chilcoaten. This trail appears well worn and is blazed. There was no snow seen by the party except on the tops of the highest mountains, but the exploration was much retarded by heavy rains.

The river appears to be navigable for light-draught steamers from forty to fifty miles.

NOT YET PAID.—We learned yesterday,

that the \$100 reward offered for the recovery of the remains of Capt. A. S. Jamieson, one of the victims by the explosion of the steamer Cariboo in August last, at the mouth of this harbor, had not been paid to the finders, although nearly two months have elapsed since the body was picked up. The recoverers were Indians. We hope that the gentlemen who have the settlement of Capt. J's estate in their hands will attend to the payment of the reward as soon as possible. No good can result from further delay. The money was certainly well earned, and the finders are entitled to a prompt settlement.

The "ELIZA ANDERSON"—Arrived at 5 o'clock yesterday morning from Olympia, with 80 head of beef cattle and 30 calves for Salt Spring Island. After obtaining a clearance, she left for Salt Spring Island at 8 o'clock, and returned at 9 last evening.

She will leave for Olympia at noon to-morrow.

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